



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

June 30, 2017

Subject: ERA17LA215, N4023T, Beech B23, June 28, 2017, Ocean Isle Beach, North Carolina.
Record of conversation with Pilot John Kaylor.

On June 30, 2017, Mr. Kaylor provided the following information via telephone:

After landing at Odell Williamson Municipal airport (60J) in Ocean Isle Beach, North Carolina, he fueled the airplane with 20 gallons of fuel (about 15 gallons to the left tank, about 5 gallons to the right tank). He then taxied the airplane to the sandwich shop at the airport where he and his passenger had dinner for about ½ hour.

He performed a preflight inspection and opened the engine cowl to see if he could find anything unusual or an indication of spark plug wire arching, that may explain the brief engine vibration he observed on the flight into 60J. He did not see anything unusual.

Prior to departing he performed an engine run up, during which the “numbers were right on.” He performed a “ground effect takeoff” with an early rotation, and let the airplane build up speed over the runway. While climbing though about 500 ft AGL, the climb performance declined, and he thought the airplane may have been “in a thermal.” He could not maintain altitude, so he started a slow turn back to the airport. He looked at the carburetor temperature gauge to see if icing may have been affecting the engine, the gauge read about 58 degrees F., and the flashing light which normally warns of low temperature at about 35 degrees F, was not flashing. He then checked the throttle friction setting, which was satisfactory. He considered switching fuel tanks, but he did not, since the engine appeared to be producing some power, he was concerned that if he switched tanks the engine might stop altogether. He recalled the engine RPM was about 2,000 or less, and it should have been 2,400 to 2,500.

He then prepared for a landing in the treetops and told his passenger to “hold on.”

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